

March 20th, 2015

**TRANSPORTATION
DEPARTMENT**

DRIVEWAY REQUIREMENTS

City of Bellevue



Contents

The following are excerpts from the Bellevue Transportation Design Manual or the Bellevue City Code:

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I N T R O D U C T I O N

The City of Bellevue Driveway Handout is designed to communicate requirements for the development of all driveways in the City of Bellevue. The requirements in this handout must be used for driveways connecting to public streets.

Most driveways that connect to public streets are partially in the public right of way and must conform to City of Bellevue driveway requirements. Any widening, relocation, re-grading, or any other modification requires a Right of Way Use Permit.

For driveway replacements where the new driveway is the same as the existing driveway, an over-the-counter permit must be obtained prior to construction. A new structure will require a reviewed application. More information can be found on <http://www.ci.bellevue.wa.us/right-of-way-permits.htm>.

Permits can be obtained electronically through www.mybuildingpermit.com or through the permit counter at Bellevue City Hall. Electronic application is strongly encouraged as it will result in faster approval of your permit, and fewer trips to City Hall.

1. Driveways and Driveway Approaches

Definition: A private way of vehicular ingress and egress to a site, extending into the site from a public street or private road.

A. Driveways serve:

- (1) one residential lot (residential driveway); or,
- (2) two residential lots (residential joint-use driveway); or,
- (3) as access to commercial development (commercial driveway).

B. Driveway approaches provide the transition from the street to the driveway or private road. Where public street improvements exist, the driveway approach shall be a formed concrete structure as specified in Design Manual Drawings DEV-7A, DEV-7C, DEV-7D, DEV-7E and DEV-7F. Where public street improvements do not exist, the driveway approach shall be asphalt and constructed as specified in Design Manual Drawing DEV-7B. If there is a taper from the driveway to the driveway approach, the taper design shall be as specified by the review engineer.

C. Residential and residential joint-use driveways must be paved full width for the entire length.

D. For commercial driveways located on arterials, no parking stalls shall be located closer than 20 feet from the face of curb (or the edge of the driving lane if there is no curb) in order to preclude conflicts with entering vehicles. No such clear area is required for driveways serving multifamily developments on non-arterial streets.

E. All driveways shall be 90 degrees to the street, unless designated as right turn only.

F. All driveways shall be aligned with driveways, private roads, and public streets located on the opposite side of the street. Deviations from this requirement must be approved by the review engineer. Where compliance with this requirement is not possible, driveways shall be offset at least 100 feet from driveways, private roads, and public streets located on the opposite side of the street. The offset distance shall be measured from Point A to Point A. Point A is defined in the Design Manual Drawings DEV-7A, DEV-7D, DEV-7E and DEV-7F. Deviations from this requirement must be approved by the review engineer.

G. All driveways shall be separated a minimum distance of 100 feet from any other parallel driveway or private road. The separation distance shall be measured from Point A to Point A. Point A is defined in the Design Manual Drawings DEV-7A, DEV-7D, DEV-7E and DEV-7F. Where compliance with this requirement is not possible, driveways shall be separated as far as possible from adjacent driveways and private roads. In no case shall the separation distance be less than 20 feet.

- H. All driveways shall be separated a minimum distance of 150 feet from the nearest parallel public street. The separation distance shall be measured from Point A of the driveway to the nearest adjacent edge of the travel lane of the public street. Point A is defined in the Design Manual Drawings DEV-7A, DEV-7D, DEV-7E and DEV-7F. Where compliance with this requirement is not possible, driveways shall be separated as far as possible from the nearest adjacent parallel public street. In no case shall the separation distance be less than 20 feet.
- I. The City shall not permit more than one driveway opening on any property having a street frontage of 200 feet or less. This paragraph shall not apply if the property's street frontage is less than 200 feet and the property is at least three acres in area. The Review Engineer may allow an exception to this requirement if safety or traffic operations will be improved with one or more additional driveways.
- J. Where the building façade or other design element is less than ten feet behind the sidewalk (as is typical Downtown), both pedestrian and vehicular sight distance shall be maintained. Sight distance and setback requirements shall be specified per Design Manual Drawings TE-1, TE-2, TE-3, and Design Manual Standards 21 and 22.
- K. All driveways shall be limited to a grade of 10% or less in the driveway approach area, as listed in Table 2 below, and shall be limited to a maximum grade of 15% thereafter. If a driveway approach is not required, the Review Engineer will determine the start of measure for the 10% grade to accommodate sight distance requirements per Design Manual Drawings TE-1, TE-2, TE-3, and Design Manual Standards 21 and 22. Grade changes must be rounded off so vehicles do not bottom out and abrupt grade changes do not interfere with the sight distance requirements.

Table 1. Landing Grades for Private Roads and Driveways

Access Types	Non-Arterial (max. grade/min. length past driveway approach)	Arterial (max. grade/min. length past driveway approach)
Single- Family Residential, Driveway	10%/20 feet	10%/20 feet
Single- Family Residential, Private Road	10%/20 feet	10%/20 feet
Commercial with parking garage at back of sidewalk	To be determined by the review engineer	To be determined by the review engineer
Commercial with no parking garage at back of sidewalk	10%/20 feet	7%/30 feet

- L. Minimum residential driveway widths shall be as shown in Table 3 below. Required driveway widths will be specified by the review engineer. A greater width, but not more than 30 feet, may be considered for single-family and duplex residences with multiple car garages.

Table 2. Residential Driveway Widths

Access Road Type	Number of Single Family Lots	Paved Width Minimum (Feet)	Easement Width Minimum (Feet)
Driveway	1	10	N/A
Joint-Use Driveway	2	16	20

- M.** The width of commercial driveways, including driveways for multifamily development, shall be as required by the Review Engineer. Two-lane commercial driveways should generally be 26 to 30 feet wide, with 30 feet preferred on the approach to an arterial street. Two-way 36-foot wide multifamily and commercial driveways will be allowed when separate left- and right-turn exit lanes are required by the review engineer. A two-way commercial driveway wider than 36 feet may be approved by the review engineer where a substantial percentage of oversized-vehicle traffic exists.

2. Fixed Objects

Definition: an object having properties greater than a four-inch by four-inch wooden post.

Fixed objects shall not be located, or be allowed to remain, closer than ten feet to the edge of a driveway, identified as Point A in the Design Manual Drawings DEV-7A, DEV-7D, DEV-7E, and DEV-7F, unless modification is approved by the Review Engineer. Fixed objects shall be located such that they do not violate the vehicle and pedestrian sight obstruction requirements of Transportation Standards 21 and 22. See Design Manual Drawings TE- 1, TE-2, and TE-3 as well. The Review Engineer may modify this requirement if the modification will not compromise the safety of pedestrian or vehicular traffic.

3. B.C.C. 14.60.150 Driveways Code

- A.** Driveways and parking areas shall be designed such that vehicles attempting to enter the driveway or parking area will not unreasonably impede vehicles in the travel lane of the public street.
- B.** Wherever available, access for commercial and multifamily property shall be provided onto streets that do not abut R-1, R-1.8, R-2.5, R-3.5, R-4, R-5 or R-7.5 land use districts.
- C.** Combined driveways for adjoining properties are encouraged. Combined driveways or joint access shall be established in a tract or easement.
- D.** The installation of driveways onto arterials may be denied at the discretion of the review engineer if alternate access is available.

- E.** The continued use of preexisting driveways is not guaranteed with the development of a site.
- F.** All abandoned driveways on the street frontage to be improved shall be removed and new curb, gutter and sidewalk shall be installed or the frontage shall be improved to match existing improvements.
- G.** Driveway approach grade and configuration shall accommodate planned future street widening to prevent the need for major driveway reconstruction.
- H.** No commercial driveway shall be approved where backing onto the sidewalk or street will occur.
- I.** Left turns to and from a driveway may be restricted either at the time of development or in the future if such maneuvers are found by the city to be hazardous.
- J.** The requirements of this section may be modified by the director if:
 - 1. The modification is reasonable and necessary for development of the property; and
 - 2. The modification will result in more efficient access to and circulation within the property; and
 - 3. The modification will not create a hazardous condition for motorists or pedestrians.
- K.** If any provision of this section relating to driveways conflicts with any other provision, limitation, or restriction under any other chapter or section of the Bellevue City Code, including, but not limited to, the Land Use Code, the most stringent provision shall apply. (Ord. 6181 § 2, 2014.)

4. Sight Distance - Vehicles

- A.** For the purposes of this standard, sight obstructions are objects that block or obscure the view of motor vehicle operators at intersections. An intersection shall include: the intersection of two public streets, the intersection of a commercial driveway with a public street, the intersection of a residential driveway with a public street, and the intersection of a private road with a public street. Sight obstructions are not permitted above a line two feet above the street surface and below a line seven-and-a-half feet above the street surface. This line is reduced from seven-and-a-half feet to six feet within the setback areas for residential driveways.
- B.** Development proposals shall demonstrate that no vehicle will be parked (or any sign, fence, rail, hedge, shrubbery, natural growth, or other obstruction installed) that obstructs the view of motor vehicle operators at an intersection within the sight areas established in Design Manual Drawings TE-1, TE-2, and TE-3, and between the height limits established herein.

- c. The sight area at an intersection is defined as the area bounded by setback lines, or bounded by setback lines and the edge of the travel lane (see Design Manual Drawings TE-1, TE-2, and TE-3.) Setbacks for intersection types are as specified in the following:

- (1) Major Street/Minor Street, Major Street/Commercial Driveway, or Major Street/Private Road. Intersections of this type have no control or flashing yellow on the major street and have a stop sign or flashing red signal on the minor street. Private commercial driveways (which may or may not have a stop sign) used by the public for entering any City street are also included in intersections of this type.

The setback line is defined as a line which joins a point in the center of the minor street approach lane located 14 feet back from the edge of the major through-street approach lane (Point A) and a point in the center of the major through-street approach lane (Point B). The location of Points A and B in the minor street approach lane and the major through-street approach lane, respectively, are specified in Design Manual Drawing TE-1.

Where the major street is a divided highway, only the left setback line applies. Where the major street is a one-way street, only the setback line toward the direction of approach applies.

Modification: Where major obstacles such as pre-existing permanent structures, elevated contour of the ground, embankments, or other elements preclude the reasonable enforcement of the setback lines specified above, these setbacks may be modified at the discretion of the review engineer. The minor street setback distance to Point A may be reduced from 14 feet to ten feet and the major street Point B location may be modified as follows:

Table 5. Modified Sight Distance Lines

Posted Speed Limit for Major Street	Distance from Center of Intersection to Point B
40 MPH	325 Feet
35 MPH	250 Feet
30 MPH	200 Feet
25 MPH	150 Feet

- (2) Uncontrolled Intersection. For intersections with no traffic control on any approach, the setback lines join a point on the approach located 50 feet back from the center of the intersection with points located 80 feet back from the center of the intersection on the right and left hand streets. All points are on the street centerlines. See Design Manual Drawing TE-2.

(3) Yield Intersection and T Intersection. Yield intersections have a yield sign on one or both minor street approaches, and no control on the major street approach. The setback lines for yield intersections join a point in the center of the yield approach lane 25 feet back from the edge of the crossing traffic lane with points in the centers of the crossing approach lanes 100 feet back from the center of the intersection. This setback also applies to a T intersection with no restrictive control; in this case the 25-foot setback point is on the stem of the T. See Design Manual Drawing TE-2.

(4) Signalized Intersection. For signalized intersection approaches with right-turn-on-red-after-stop permitted, the left setback line joins a point in the center of the minor street approach lane located 14 feet back from the edge of the through-street approach lane (Point A) and a point in the center of the left through-street approach lane (Point B). The location of Point A may be reduced to ten feet subject to approval of the review engineer. The location of Points A and B are specified in Design Manual Drawing TE-1.

(5) Residential Driveway Intersection. For the intersection of a residential driveway with a public street, the setback line joins a point in the center of the driveway (Point A) with a point in the center of the through-street approach lane (Point B). The setback distance of Point A from the edge of the traveled lane is ten feet. The location of Point B is specified in Design Manual Drawing TE-1.

Modification: When the residential driveway is located on a residential street with a sharp curve adjacent to the driveway, the distance of Point B may be reduced from 150 feet to 100 feet. For residential driveways with major obstacles or other special circumstances obscuring sight distance, the setback distance on the driveway (Point A) may be reduced from ten feet to eight feet (subject to the approval of the Review Engineer.)

(6) Sightline Setback – Other. For intersections not clearly included in the above types and for which special circumstances obscuring sight distance exists, the Review Engineer will establish setback lines to the most feasible extent.

D. The Review Engineer may allow a deviation from the foregoing provisions, including the requirement of a greater sight distance, to meet special circumstances provided that the resulting sight distance is reasonable given the circumstances and is anticipated to meet the intention of the sight distance standards described herein. The Review Engineer may require or impose additional requirements to mitigate the allowed deviation, including but not limited to: the removal or relocation of fences, vegetation, and the modification of handrails on subject property, adjacent property, or street right of way; and the restriction of turning movements by the installation of c-curbs.

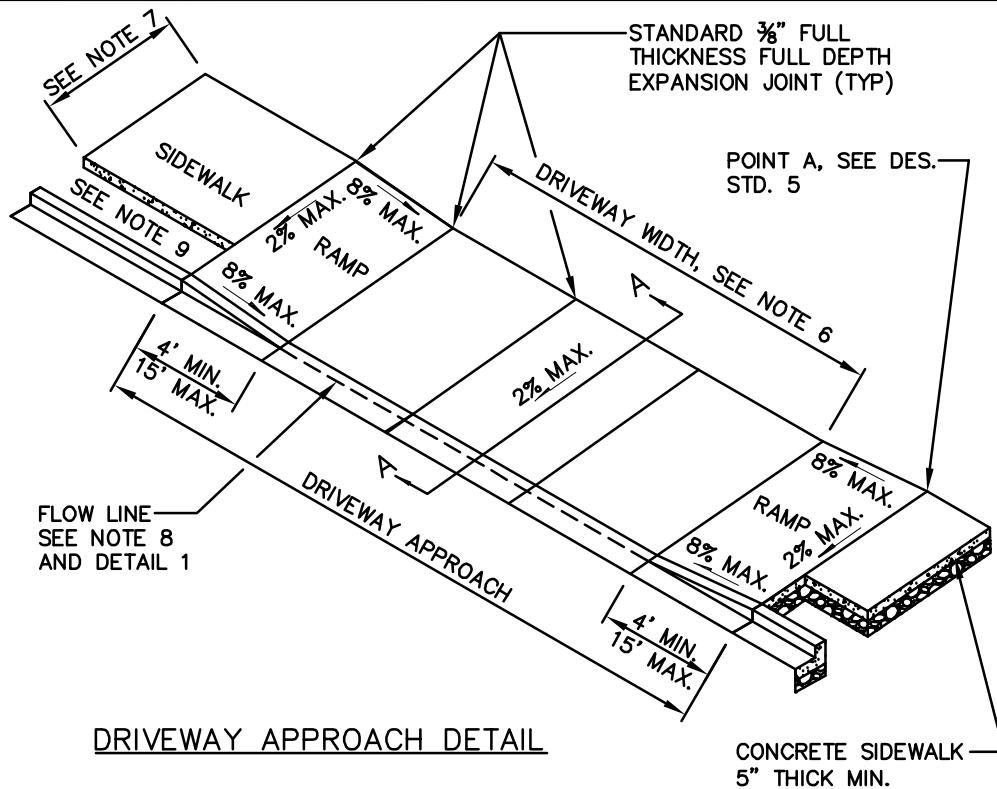
E. Sight lines from vehicles to traffic control devices, including but not limited to signs and signals, shall not be obscured by landscaping, street furniture, marquees, awnings, or other such obstructions.

- F. Every obstruction of the sort prohibited in this section hereafter installed or permitted to remain shall be deemed a violation of this sight distance standard.

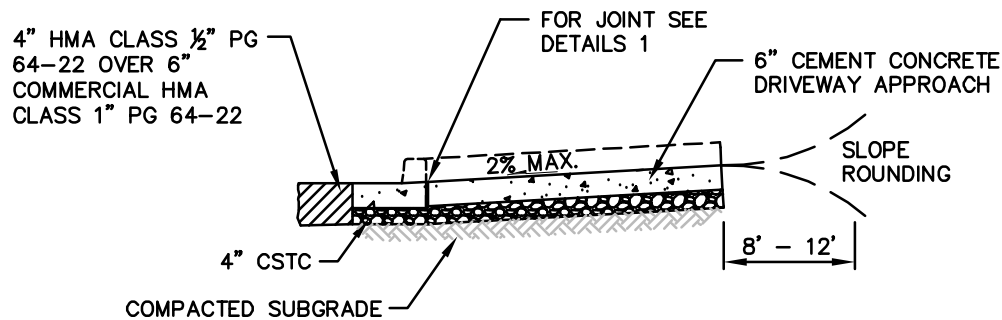
5. Sight Distance - Pedestrians

- A. The minimum sight distance for pedestrian safety shall be as shown in Design Manual Drawing TE-3 and determined as followed: The driver of an exiting vehicle shall be able to view a one-foot-high object 15 feet away from the edges of the exiting lane or lanes measured at the back of the sidewalk, when the driver's eye is 14 feet behind the back of the sidewalk.
- B. The minimum sight distance as defined in Design Manual Standard 22.A shall be maintained at all driveways, buildings, and garage entrances where structures, wing walls, etc., are located adjacent to or in close proximity to a pedestrian walkway.

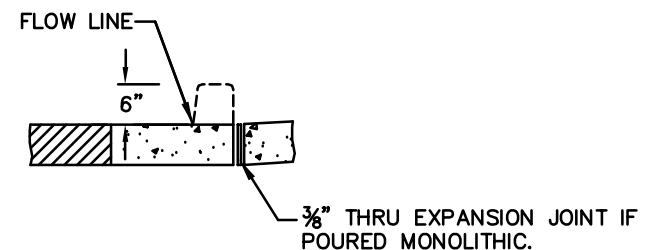




DRIVEWAY APPROACH DETAIL



SECTION A-A



DETAIL 1

NOTES

1. ALL JOINTS SHALL BE CLEANED AND EDGED.
2. MAXIMUM DRIVEWAY GRADE BEHIND DRIVEWAY APPROACH IS 10% FOR 20 FEET. THEREAFTER, DRIVEWAY GRADE SHALL NOT EXCEED 15%. SLOPE ROUNDING IS REQUIRED AT DRIVEWAY GRADE TRANSITIONS AS SHOWN IN SECTION A-A.
3. CONCRETE SHALL BE A CLASS 4000 P.C.C. MIX WITH A COMPRESSIVE STRENGTH OF 3000 PSI WITHIN 3 DAYS (CURB, GUTTER, DRIVEWAY APPROACH, RAMPS AND ALL OTHER ITEMS SPECIFIED BY THE ENGINEER).
4. CONCRETE PAVEMENT SHALL BE BRUSHED TRANSVERSELY WITH A FIBER OR WIRE BRUSH OF A TYPE APPROVED BY THE ENGINEER.
5. $\frac{3}{8}$ " THRU EXPANSION JOINTS SHALL BE PLACED AT BACK, SIDES AND FRONT. MAXIMUM EXPANSION JOINT SPACING IS 14' CENTER TO CENTER.
6. DRIVEWAY WIDTHS SHALL BE SPECIFIED BY THE ENGINEER, SEE DES. STD. 5 FOR BASIC DESIGN GUIDELINES. DRIVEWAY WIDTH DOES NOT INCLUDE ADJACENT RAMPS.
7. SIDEWALK WIDTHS INSTALLED IN DOWNTOWN WILL CONFORM TO L.U.C. 20.25A. REQUIRED SIDEWALK WIDTH WILL BE SPECIFIED BY THE ENGINEER.
8. ALTERNATE DESIGN WITH LIP PERMITTED ONLY WITH APPROVAL OF REVIEW ENGINEER AND TRANSPORTATION INSPECTOR.
9. PREFERRED PLANTER STRIP WIDTH IS 4 FEET. OMISSION OF THE PLANTER STRIP MUST BE APPROVED BY THE ENGINEER.

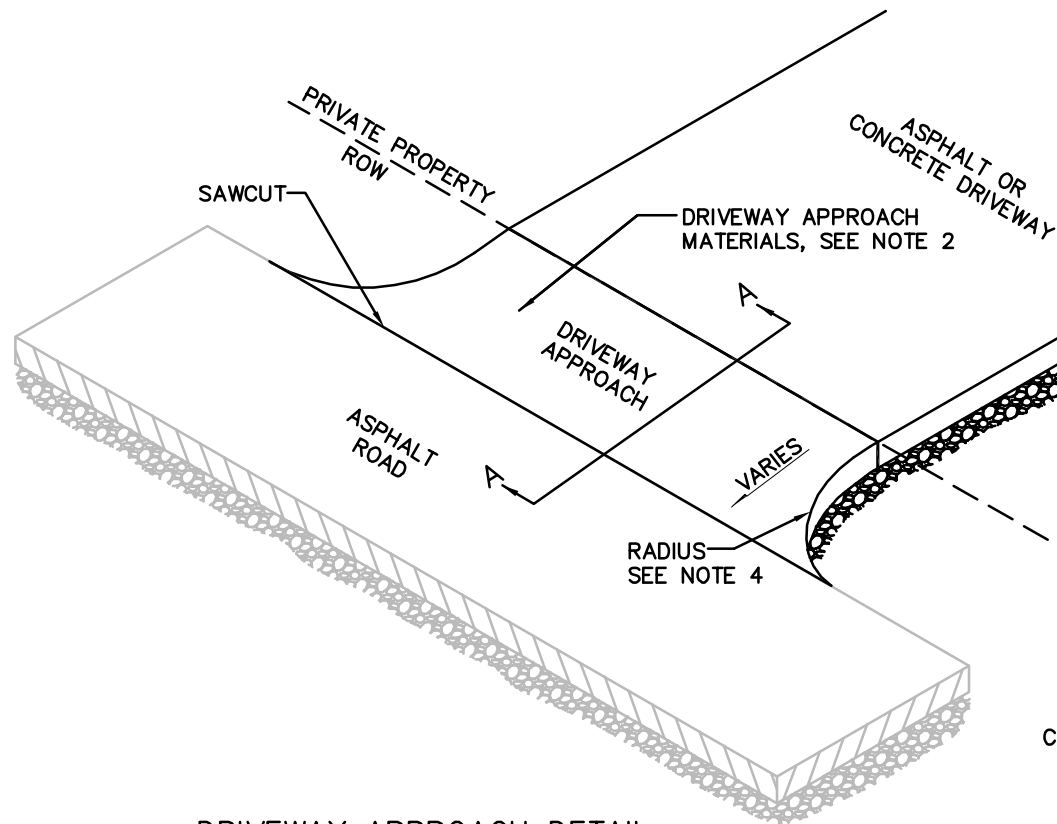


DRIVEWAY OR PRIVATE ROAD APPROACH WITH SIDEWALK (DESIGN A)

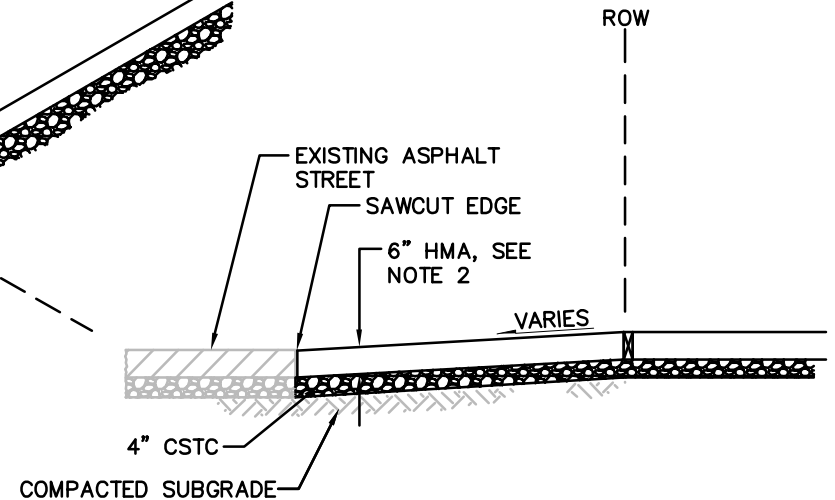
DRAWING NUMBER	DEV-7A
SCALE	NONE
REVISION DATE	01/14
DEPARTMENT	TRANS

NOTES:

1. SAWCUT AND TACK ROAD TO DRIVEWAY APPROACH JOINT.
2. DRIVEWAY APPROACH TO BE 6" HMA CLASS ½" PG 64-22 ASPHALT IN 2" LIFTS.
3. HOT MIX ASPHALT OR CONCRETE TO BE PLACED OVER COMPACTED SUBGRADE AND 4" OF CSTC COMPACTED TO 95%.
4. APPROACH SLOPE AND EDGE RADIUS TO BE DETERMINED BY THE ENGINEER.
5. SEE DESIGN STANDARD 5, TABLE 2 FOR LANDING. MAXIMUM GRADE BEYOND LANDING IS 15%.
6. DRIVEWAY APPROACH SHALL NOT CONTAIN REINFORCING STEEL.



DRIVEWAY APPROACH DETAIL



SECTION A-A



City of
Bellevue

DRIVEWAY APPROACH WHERE NO CURB-GUTTER EXISTS

DRAWING NUMBER	DEV-7B
SCALE	NONE
REVISION DATE	01/14
DEPARTMENT	TRANS

CEMENT CONCRETE
TRAFFIC CURB, SEE
STD. DWG. TE-10

PRIVATE PROPERTY
ROW

ASPHALT OR
CONCRETE DRIVEWAY

DRIVEWAY APPROACH
MATERIALS, SEE NOTE 2

DRIVEWAY
APPROACH

ASPHALT
PATCH BACK
ASPHALT
ROAD

VARIES

RADIUS
SEE NOTE 4

FLOW LINE
SEE NOTE 6
AND DETAIL 1

SEE NOTE 1

6"

DRIVEWAY APPROACH DETAIL

FOR JOINT SEE
DETAILS 1 AND 2

ROW

VARIES

6" HMA CLASS
 $\frac{1}{2}$ " PG 64-22

4" CSTC

6" HMA OR CONCRETE
SEE NOTE 2

COMPACTED SUBGRADE

SECTION A-A

FLOW LINE

6"

$\frac{3}{8}$ " THRU EXPANSION JOINT IF
POURED MONOLITHIC.

DETAIL 1

NOTES:

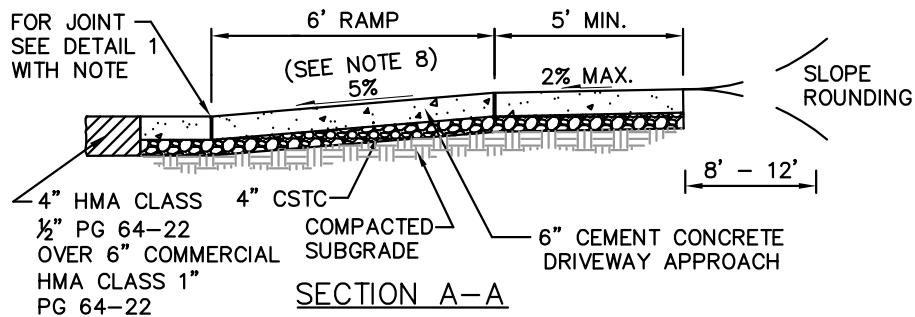
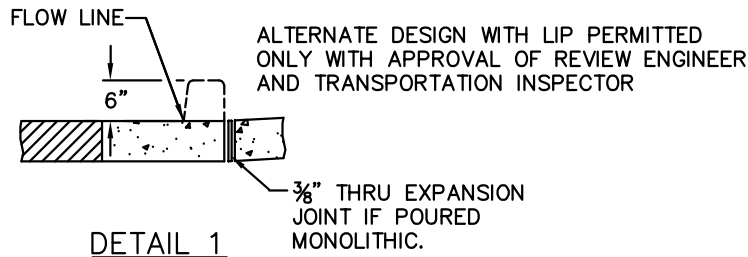
1. SAWCUT AND SEAL JOINT WITH ASPHALT OIL.
2. DRIVEWAY APPROACH TO BE 6" HMA CLASS $\frac{1}{2}$ " PG 64-22 ASPHALT IN 2" LIFTS OR 6" OF CLASS 4000 P.C.C. MIX WITH COMPRESSIVE STRENGTH OF 3000 PSI WITHIN 3 DAYS, FROM ROAD TO PROPERTY LINE. MATERIAL TO BE DETERMINED BY THE ENGINEER.
3. HOT MIX ASPHALT OR CONCRETE TO BE PLACED OVER COMPACTED SUBGRADE AND 4" OF CSTC COMPACTED TO 95%.
4. APPROACH SLOPE AND EDGE RADIUS TO BE DETERMINED BY THE ENGINEER.
5. ALL CURB AND GUTTER AND DRIVEWAY APPROACHES SHALL BE CLASS 4000 P.C.C. WITH A COMPRESSIVE STRENGTH OF 3000 PSI WITHIN 3 DAYS.
6. ALTERNATE DESIGN WITH LIP PERMITTED ONLY WITH APPROVAL OF REVIEW ENGINEER AND TRANSPORTATION INSPECTOR.
7. SEE DESIGN STANDARD 5, TABLE 2 FOR LANDING. MAXIMUM GRADE BEYOND LANDING IS 15%.



City of
Bellevue

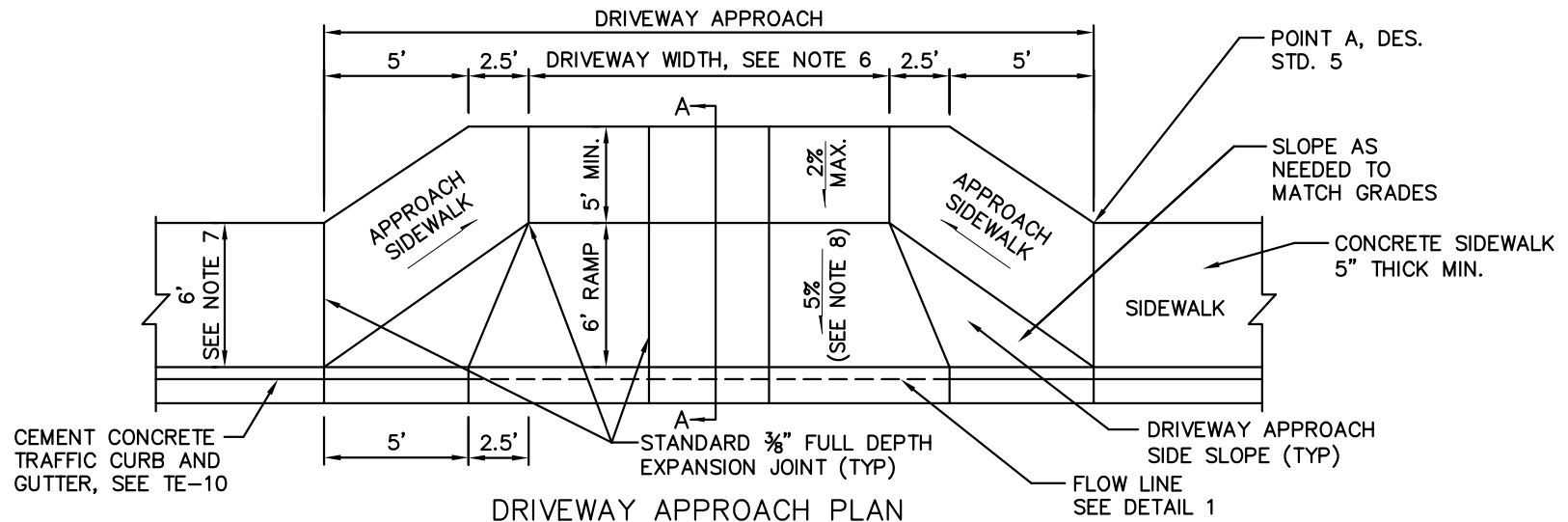
DRIVEWAY APPROACH WHERE CURB-GUTTER EXISTS (NO SIDEWALK)

DRAWING NUMBER	DEV-7C
SCALE	NONE
REVISION DATE	01/14
DEPARTMENT	TRANS



NOTES

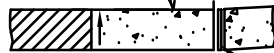
1. ALL JOINTS SHALL BE CLEANED AND EDGED.
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3. CONCRETE SHALL BE A CLASS 4000 P.C.C. MIX WITH A COMPRESSIVE STRENGTH OF 3000 PSI WITHIN 3 DAYS (CURB, GUTTER, DRIVEWAY APPROACH, RAMPS AND ALL OTHER ITEMS SPECIFIED BY THE ENGINEER).
4. CONCRETE PAVEMENT SHALL BE BRUSHED TRANSVERSELY WITH A FIBER OR WIRE BRUSH OF A TYPE APPROVED BY THE ENGINEER.
5. 3/8" THRU EXPANSION JOINTS SHALL BE PLACED AT BACK, SIDES AND FRONT. MAXIMUM EXPANSION JOINT SPACING IS 14' CENTER TO CENTER.
6. DRIVEWAY WIDTHS SHALL BE SPECIFIED BY THE ENGINEER. SEE DES. STD. 5 FOR BASIC DESIGN GUIDELINES. DRIVEWAY WIDTH DOES NOT INCLUDE ADJACENT RAMPS.
7. SIDEWALK WIDTH SHOWN IS TYPICAL. REQUIRED SIDEWALK WIDTH WILL BE SPECIFIED BY THE ENGINEER.
8. RAMP SLOPE MAY BE INCREASED TO 8.33% MAXIMUM WITH APPROVAL BY THE REVIEW ENGINEER.



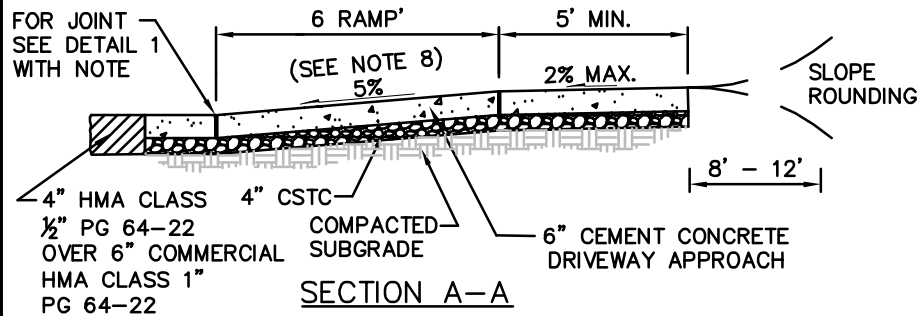
DRIVEWAY OR PRIVATE ROAD APPROACH WITH SIDEWALK (DESIGN B)

DRAWING NUMBER	DEV-7D
SCALE	NONE
REVISION DATE	01/15
DEPARTMENT	TRANS

FLOW LINE
6"
ALTERNATE DESIGN WITH LIP PERMITTED ONLY
WITH APPROVAL OF REVIEW ENGINEER AND
TRANSPORTATION INSPECTOR

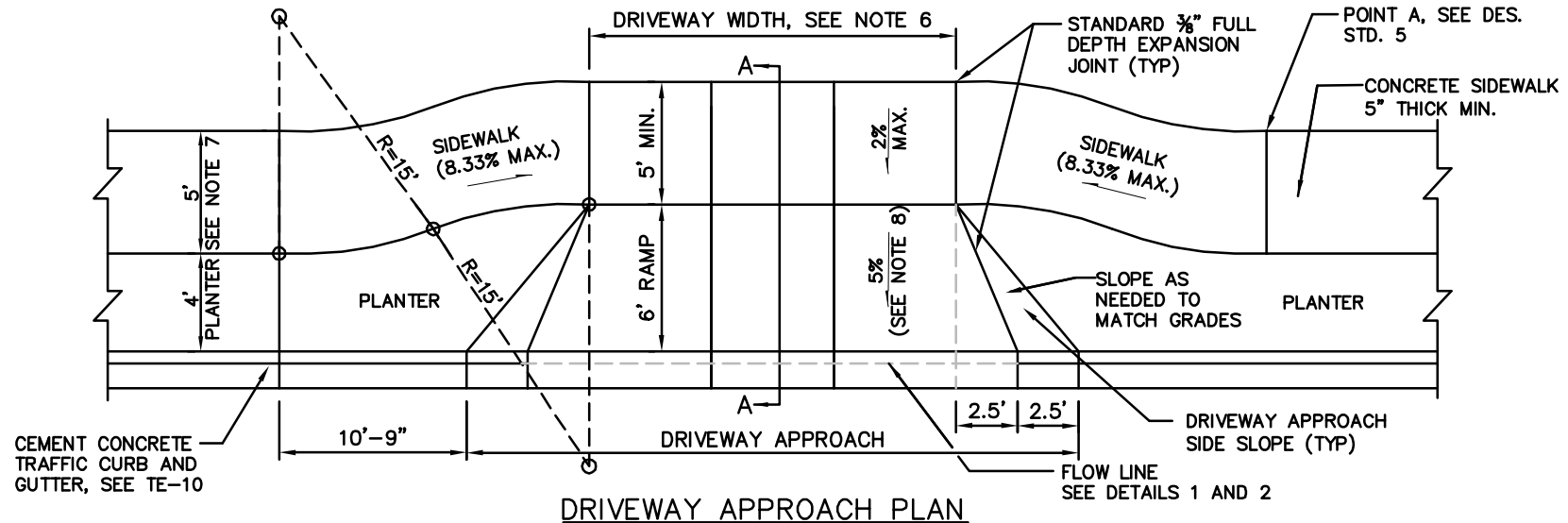


DETAIL 1



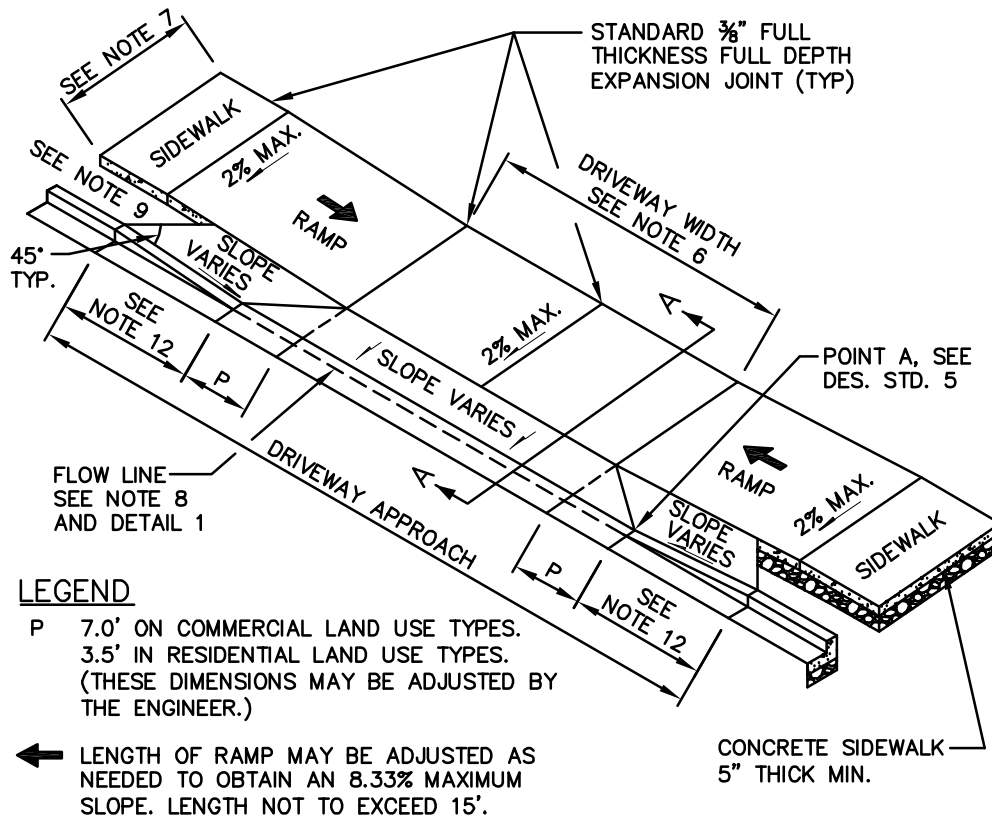
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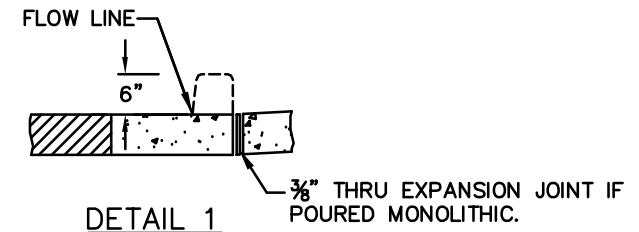
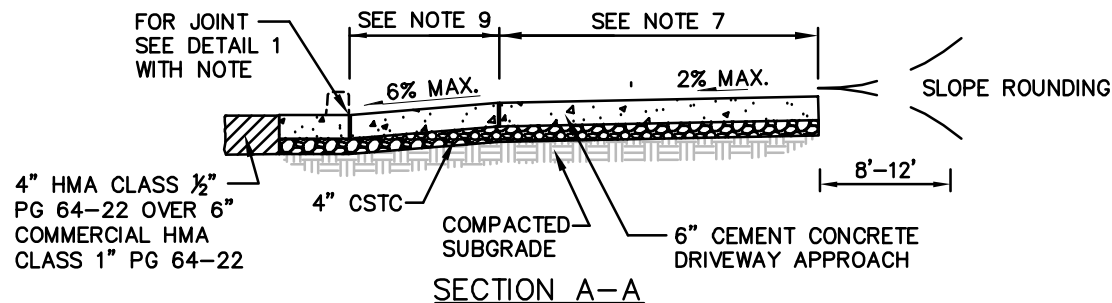


DRIVEWAY OR PRIVATE ROAD APPROACH WITH SIDEWALK (DESIGN C)

DRAWING NUMBER	DEV-7E
SCALE	NONE
REVISION DATE	01/14
DEPARTMENT	TRANS



DRIVEWAY APPROACH DETAIL



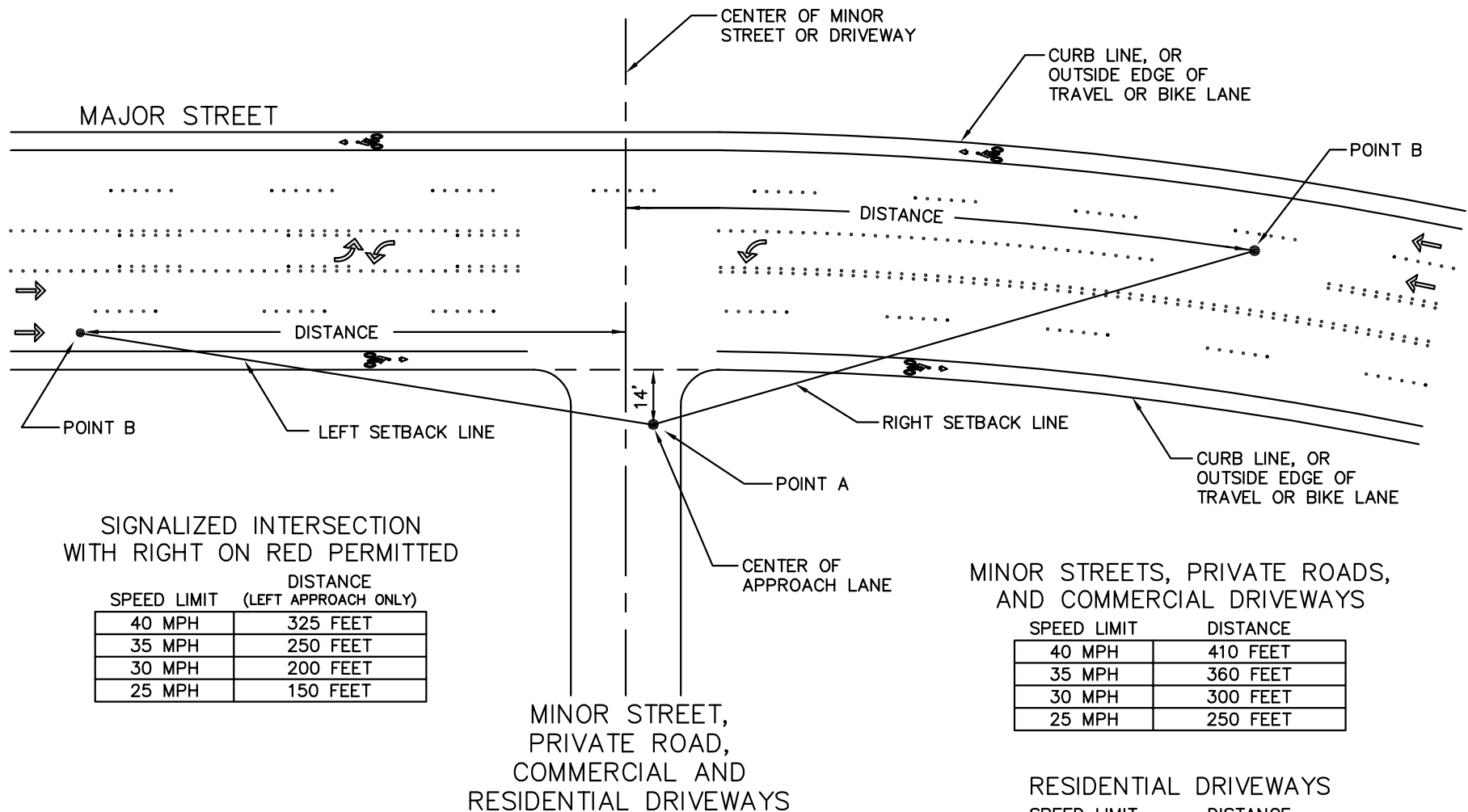
NOTES

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6. DRIVEWAY WIDTHS SHALL BE SPECIFIED BY THE ENGINEER, SEE DES. STD. 5 FOR BASIC DESIGN GUIDELINES. DRIVEWAY WIDTH DOES NOT INCLUDE ADJACENT RAMPS.
7. SIDEWALK WIDTHS INSTALLED IN DOWNTOWN WILL CONFORM TO L.U.C. 20.25A. REQUIRED SIDEWALK WIDTH WILL BE SPECIFIED BY THE ENGINEER.
8. ALTERNATE DESIGN WITH LIP PERMITTED ONLY WITH APPROVAL OF REVIEW ENGINEER AND TRANSPORTATION INSPECTOR.
9. PREFERRED PLANTER STRIP WIDTH IS 4 FEET. OMISSION OF THE PLANTER STRIP MUST BE APPROVED BY THE ENGINEER.
10. ALL SOFT AREA BEHIND SIDEWALK SHALL BE GRADED TO MATCH SIDEWALK PROFILE TO PREVENT TRIPPING HAZARDS.
11. INSTALL TOOLED JOINTS AT ALL DRIVEWAY SLOPE BREAK LINES.
12. TYPICAL LENGTH IS 7 FEET. RAMP LENGTH MAY BE ADJUSTED AS NEEDED.



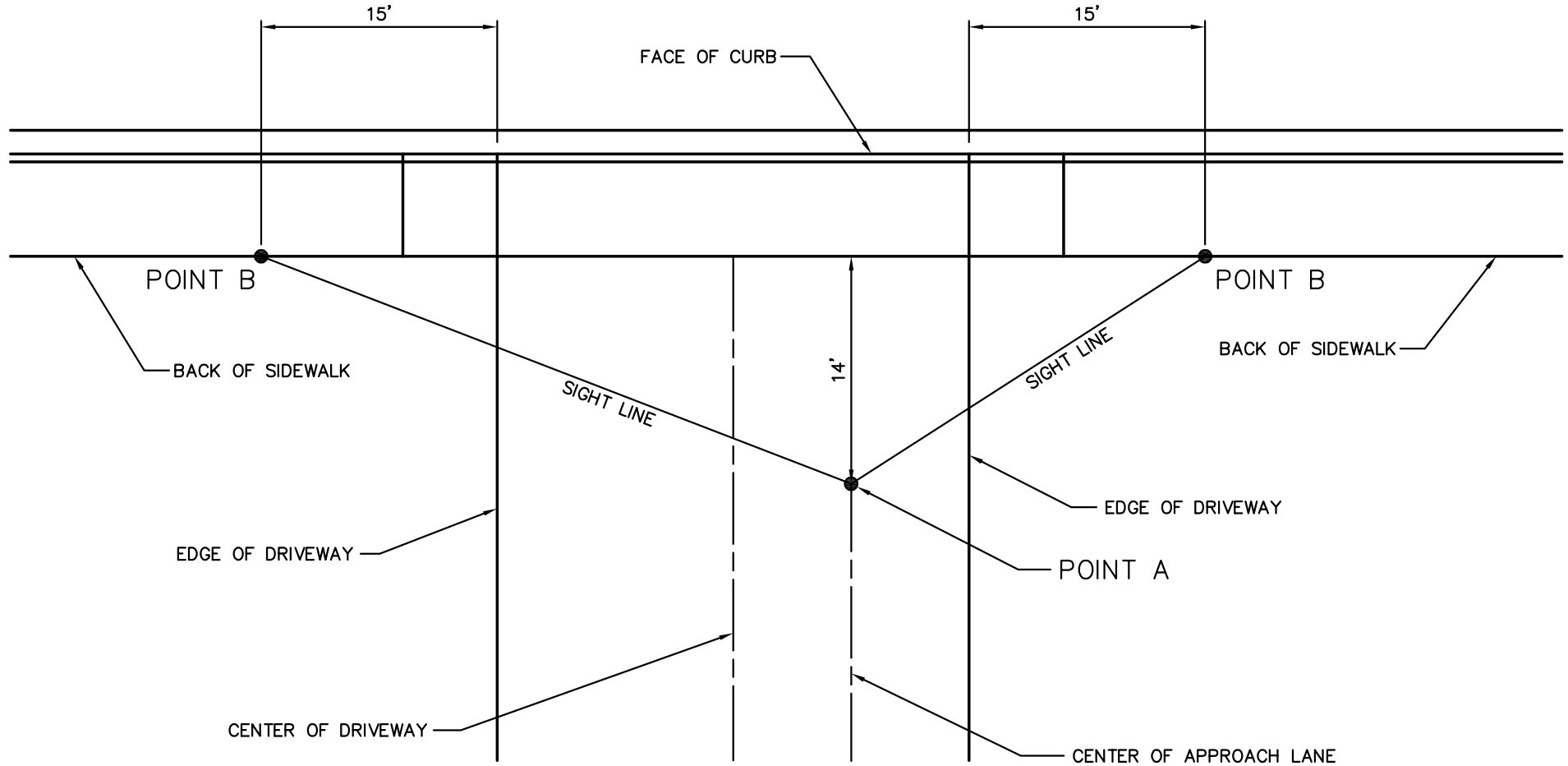
DRIVEWAY OR PRIVATE ROAD APPROACH WITH SIDEWALK (DESIGN D)

DRAWING NUMBER	DEV-7F
SCALE	NONE
REVISION DATE	01/14
DEPARTMENT	TRANS



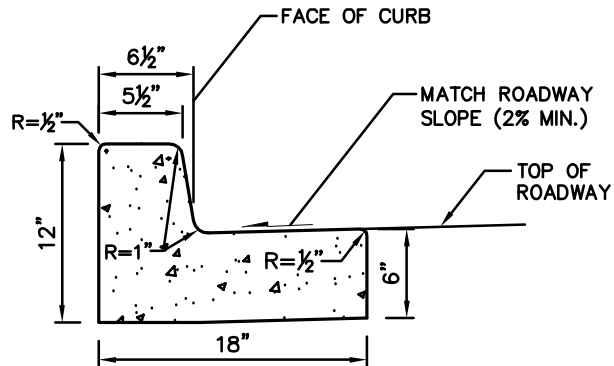
NOTES:

1. SEE DESIGN MANUAL STANDARD 21 (SIGHT DISTANCE – VEHICLES).
2. FOR RESIDENTIAL DRIVEWAYS, DISTANCE OF POINT A FROM EDGE OF TRAVEL LANE IS TEN FEET.

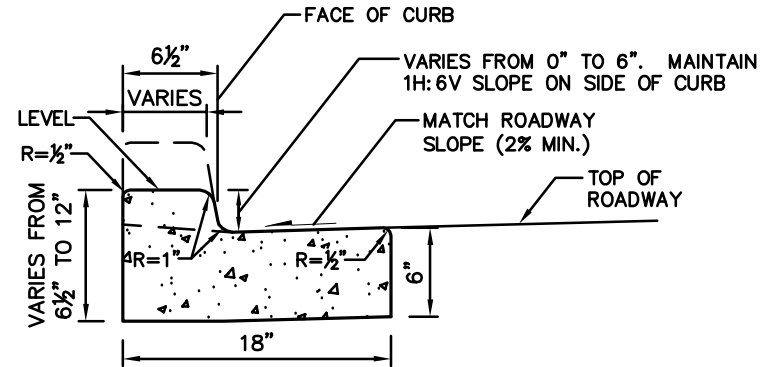


NOTES:

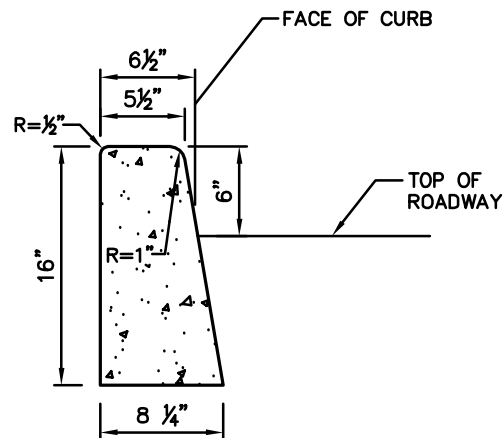
1. SEE DESIGN MANUAL STANDARD 22 (SIGHT DISTANCE – PEDESTRIANS).



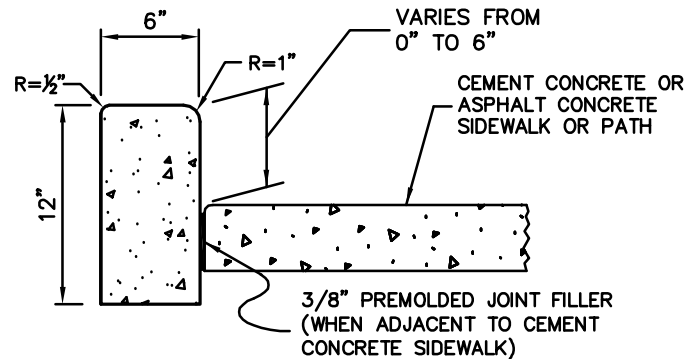
CEMENT CONCRETE
TRAFFIC CURB AND GUTTER



DEPRESSED CURB SECTION



CEMENT CONCRETE TRAFFIC
CURB



CEMENT CONCRETE
PEDESTRIAN CURB

NOTES:

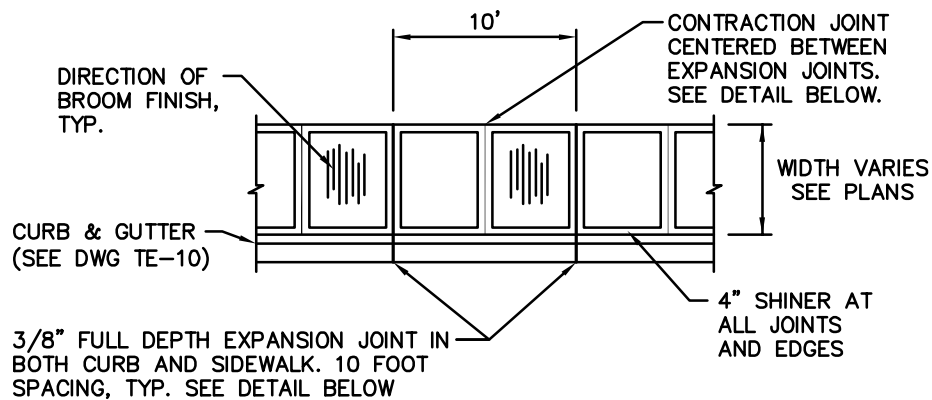
1. ALL CEMENT CONCRETE CURBS SHALL BE CONSTRUCTED WITH AIR ENTRAINED CONCRETE CLASS 3000 CONFORMING TO WSDOT STD. SPEC. 6-02 EXCEPT AS SPECIFIED IN NOTE 2.
2. CEMENT CONCRETE CURB OR CURB AND GUTTER ALONG THE FULL WIDTH OF A DRIVEWAY ENTRANCE SHALL BE CONSTRUCTED WITH AIR ENTRAINED CONCRETE CLASS 4000 CONFORMING TO WSDOT STD. SPEC. 6-02.
3. REMOVAL/REPLACEMENT OF CEMENT CONCRETE CURB SHALL BE FROM EXPANSION JOINT TO EXPANSION JOINT UNLESS OTHERWISE DIRECTED BY THE ENGINEER.



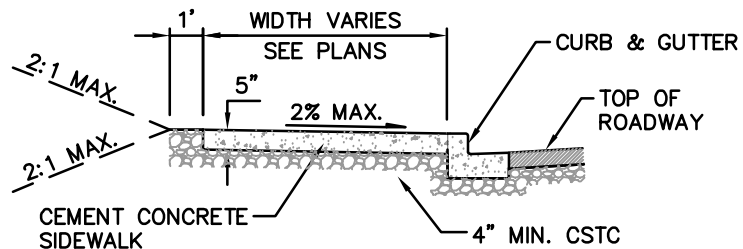
City of
Bellevue

CEMENT CONCRETE CURBS

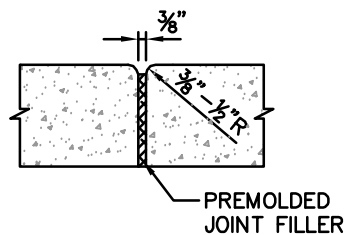
DRAWING NUMBER	TE-10
SCALE	NONE
REVISION DATE	01/14
DEPARTMENT	TRANS



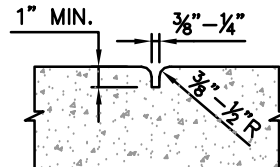
PLAN - CURBSIDE SIDEWALK



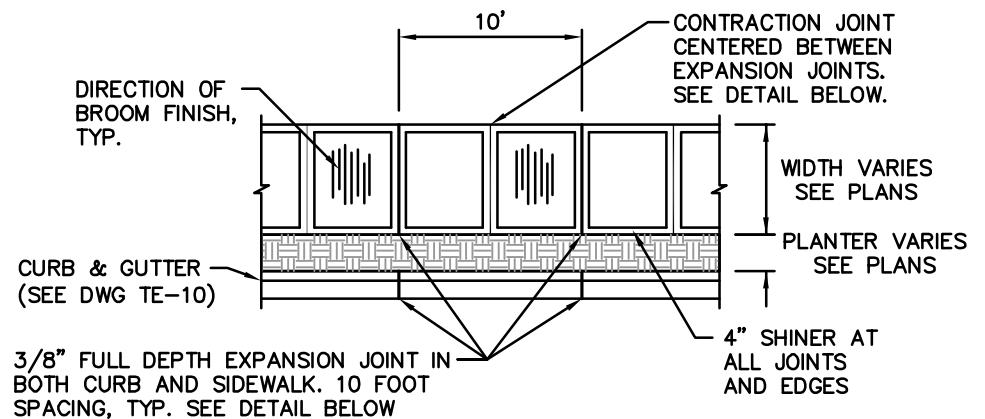
SECTION - CURBSIDE SIDEWALK



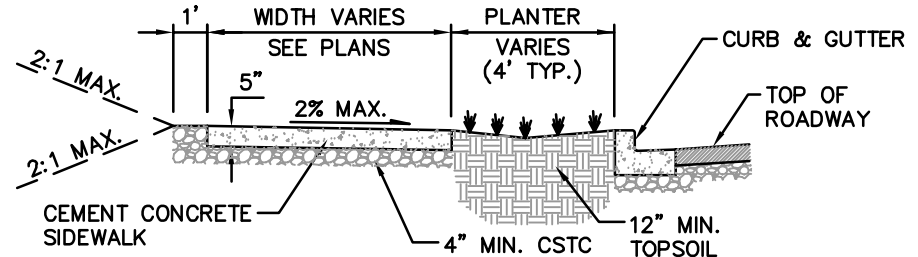
FULL DEPTH EXPANSION JOINT DETAIL



CONTRACTION JOINT DETAIL



PLAN - SIDEWALK WITH PLANTER STRIP

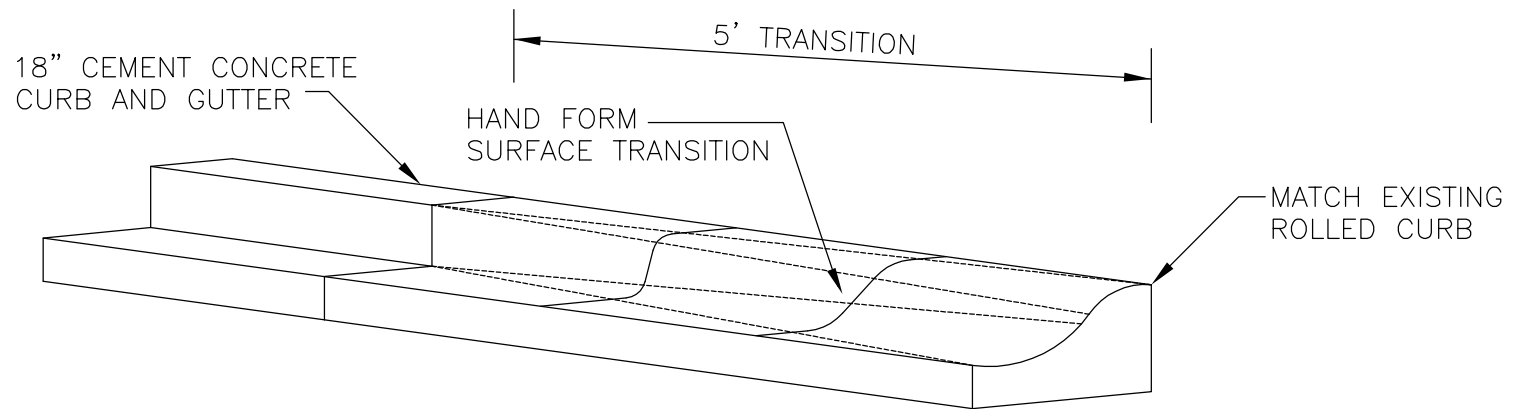


SECTION - SIDEWALK WITH PLANTER STRIP

NOTES:

1. CONCRETE SHALL BE AIR ENTRAINED CLASS 3000 PER SECTION 6-02 OF WSDOT STANDARD SPECIFICATIONS.
2. FINISH: LIGHT FINISH WITH A STIFF BROOM PERPENDICULAR TO CURB. FOR GRADES OVER 4%, FINISH WITH A STIPPLE BRUSH.
3. REMOVAL/REPLACEMENT OF CEMENT CONCRETE CURB SHALL BE FROM EXPANSION JOINT TO EXPANSION JOINT UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
4. LIDS FOR JUNCTION BOXES AND UTILITY VAULTS SHALL BE NON-SKID AS SPECIFIED BY THE ENGINEER.

APPENDIX A:
TRANSITION FROM ROLLED CURB TO "DESIGN A" DRIVEWAY



CURB TRANSITION DETAIL

NOT TO SCALE

